

# BookletChart<sup>TM</sup>

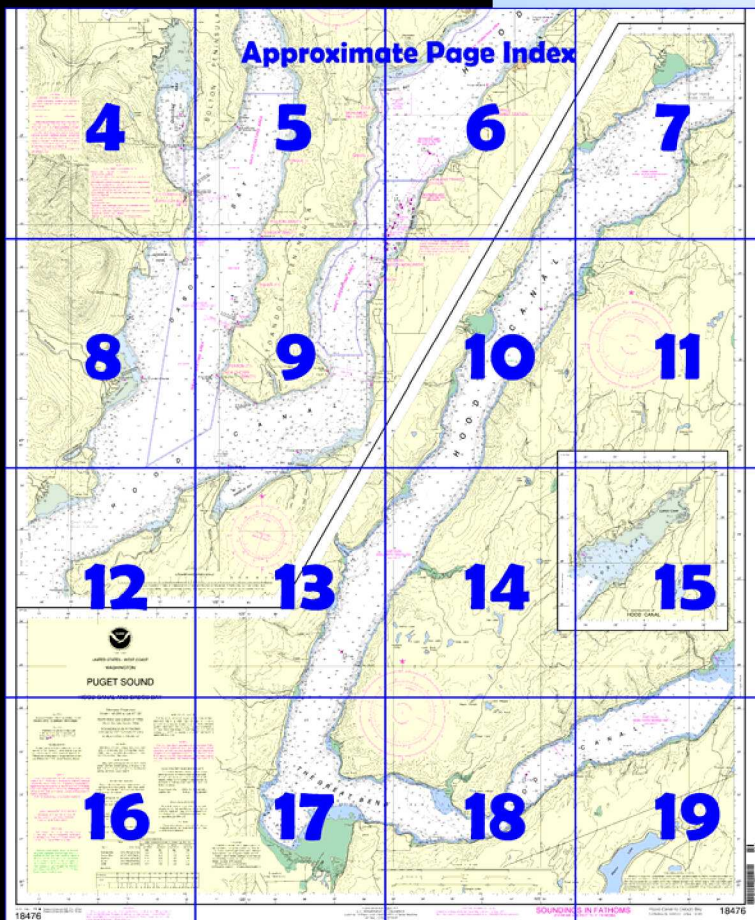
## ***Puget Sound – Hood Canal and Dabob Bay***

(NOAA Chart 18476)



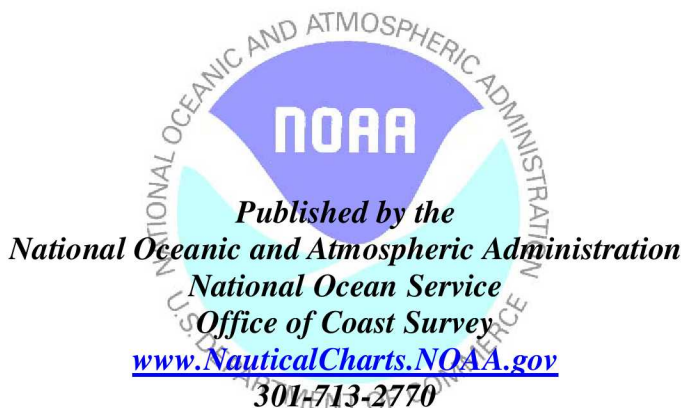
A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

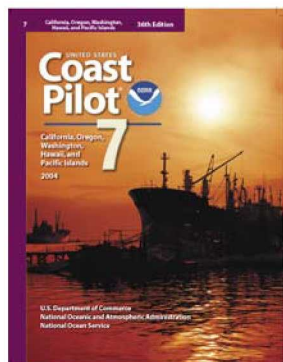
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 7, Chapter 13 excerpts]**

(278) The entrance to **Hood Canal** is at the lower end of Admiralty Inlet, between Foulweather Bluff and Tala Point, about 10 miles S of Marrowstone Point. It extends in a general S direction for about 44 miles and then bends sharply NE for 11 miles, terminating in flats bare at low water. The head of Case Inlet, in the S part of Puget Sound, is less than 2 miles from the head of Hood Canal. The shores are high, bold, and wooded, and the water is deep, except at the heads of the bays

and at the mouths of the streams. Many small craft ply these waters. There are mostly small float-landings and private docks in the canal.

(284) **Hood Head**, on the W side of Hood Canal about 3 miles S of the entrance, is almost an island, having only a narrow strip of low sand connecting it with the W shore.

(290) **Hood Canal Bridge**, a pontoon highway bridge crossing the canal between Termination Point and Salsbury Point W of Port Gamble has two fixed openings; the clearance of the W opening is 35 feet, and that of the E opening is 55 feet.

(291) **Sisters**, two rocks 200 yards apart, 0.5 mile S of Termination Point, are awash at about half tide. A light is on the S rock, 0.4 mile from the N entrance point to **Squamish Harbor**, an open bight just SW of Termination Point. Tugs frequently anchor near the head of the harbor in about 6 fathoms, muddy bottom.

(292) **Case Shoal**, partly bare at low water, is about 0.6 mile from and parallel with the W shore of Squamish Harbor.

(293) **Port Gamble Bay** is a small bay on the E shore of Hood Canal 5 miles from the entrance. It is 2 miles long with a narrow entrance.

(295) **Port Gamble**, the town on the W shore at the entrance, is owned by the lumber company which maintains all facilities including the local housing, church, and store.

(300) **Thorndyke Bay** is a small bight on the W side of Hood Canal about 4 miles S of Squamish Harbor.

(301) **Bangor Wharf** on the E side of the canal, 3.5 miles S of Thorndyke Bay, is the property of the Bangor U.S. Naval Submarine Base.

(303) **Bangor**, a small residential community about 2 miles S of Bangor Wharf, has no facilities.

(304) **Seabeck**, about 6 miles SW of Bangor, is a settlement and resort at the head of **Seabeck Bay**, a small cove on the E shore.

(305) **Oak Head**, 2 miles NNE of Misery Point and marked by a light, is the S point of **Toandos Peninsula**. **Hazel Point**, 1.8 miles ENE of Oak Head, is the turning point where the canal bends sharply from S to SW.

(306) **Fisherman Harbor** is a cove on the S end of Toandos Peninsula, just E of Oak Head.

(307) **Brinnon** is a village on the S side of Dosewallips River, 3.5 miles W of Oak Head, at the entrance of Dabob Bay.

(308) **Dabob Bay**, the largest inlet in the canal and separated from it by Toandos Peninsula, extends 9 miles in a N direction.

(311) **Quilcene Bay** is a small inlet on the W side of Dabob Bay N of Whitney Point. A light marks the E side of the entrance to the bay.

(312) **Quilcene Boat Haven**, is on the W side of the bay about 1.4 miles S of the town. The entrance to the haven is protected by a stone breakwater; mooring floats for over 50 small craft and gasoline are available.

(313) **Pleasant Harbor** is a small cove on the W shore of Hood Canal about 3 miles W of Misery Point. It is about 300 yards wide, and has a narrow shallow entrance. Owing to the narrowness of the entrance, boats should keep in midchannel until clear of the 6-foot shoal. Two marinas inside the harbor have berths for about 250 craft, electricity, gasoline, water, ice, and limited marine supplies. Anchorage in about 36 feet, mud bottom is available inside the harbor. A state park pier is in the harbor.

(314) **Triton Head**, on the W shore, is 8.2 miles SW of Oak Head. It is low, rocky, and timbered, with a reef that bares extending 200 yards N from the point.

(315) **Holly** (47°33.5'N., 122°58.6'W.), on the E shore of Hood Canal, is a settlement on the S side of a small bight about 10 miles SW of Oak Head. There are no facilities here. Shoal water extends about 300 yards N and E from the S shore of the bight. **Anderson Cove** is the shallow cove directly N of Holly.

(316) **Eldon** is a W shore settlement on the S bank of **Hamma Hamma River**, about 3 miles SW of Holly.


(317) **Lilliwaup** is a village on the S shore of **Lilliwaup Bay**, a small shallow cove on the W shore of Hood Canal about 6 miles SW of Eldon.

(319) **Dewatto** is a small settlement on the S side of **Dewatto Bay**, a small, shallow cove on the E shore opposite Lilliwaup.

# Table of Selected Chart Notes

**NOTE E**  
Submerged mooring cables are located in this area.

**LOCAL MAGNETIC DISTURBANCE**  
Differences of more than 2° from the normal variation have been observed in Hood Canal at Point Hannan.

**CAUTION**  
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 


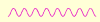
Corrected through NM Feb. 28/04  
Corrected through LNM Feb. 10/04

**LOCAL MAGNETIC DISTURBANCE**  
Differences of more than 2° from the normal variation have been observed in Hood Canal at Point Hannan.

**HEIGHTS**  
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 7 for important supplemental information.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
 (Accurate location)  (Approximate location)

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**RACING BUOYS**  
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Puget Sound, WA	WWG-24	162.425 MHz
Seattle, WA	KHB-60	162.55 MHz

For Symbols and Abbreviations see Chart No. 1

**NOTE D**  
Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous quick flashing yellow (Q Y) lights and approximately mark the Restricted Areas surrounding the facility. (CFR 334.1240 add Bremerton restricted area/security area).

**NOTE B**  
**Navy-Maintained Warning Lights**  
Yellow or alternating white and yellow  
- Proceed with caution.  
- Range operations are in progress but no torpedoes or testing is occurring.  
- Be prepared to shut down engines when lights change to red.  
Red or alternating white and red  
- Range operations are in progress and submarine torpedo and/or sound testing are occurring.  
- Stop engines until red beacons have been shut off, showing test is completed.  
- Follow the advice of Naval Guard Boats when in or near the range area.  
Operational Periods  
- Typically, boat passage is permitted between tests when the yellow beacons are operating.  
- Normally, tests and torpedo runs are confined to periods of less than 30 minute durations.  
- Submarine operations can occur for longer periods.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.657" southward and 4,500" westward to agree with this chart.

**NOTE C**  
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.  
Refer to charted regulation section numbers.

**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

**COLREGS, 80.1395 (see note A)**  
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

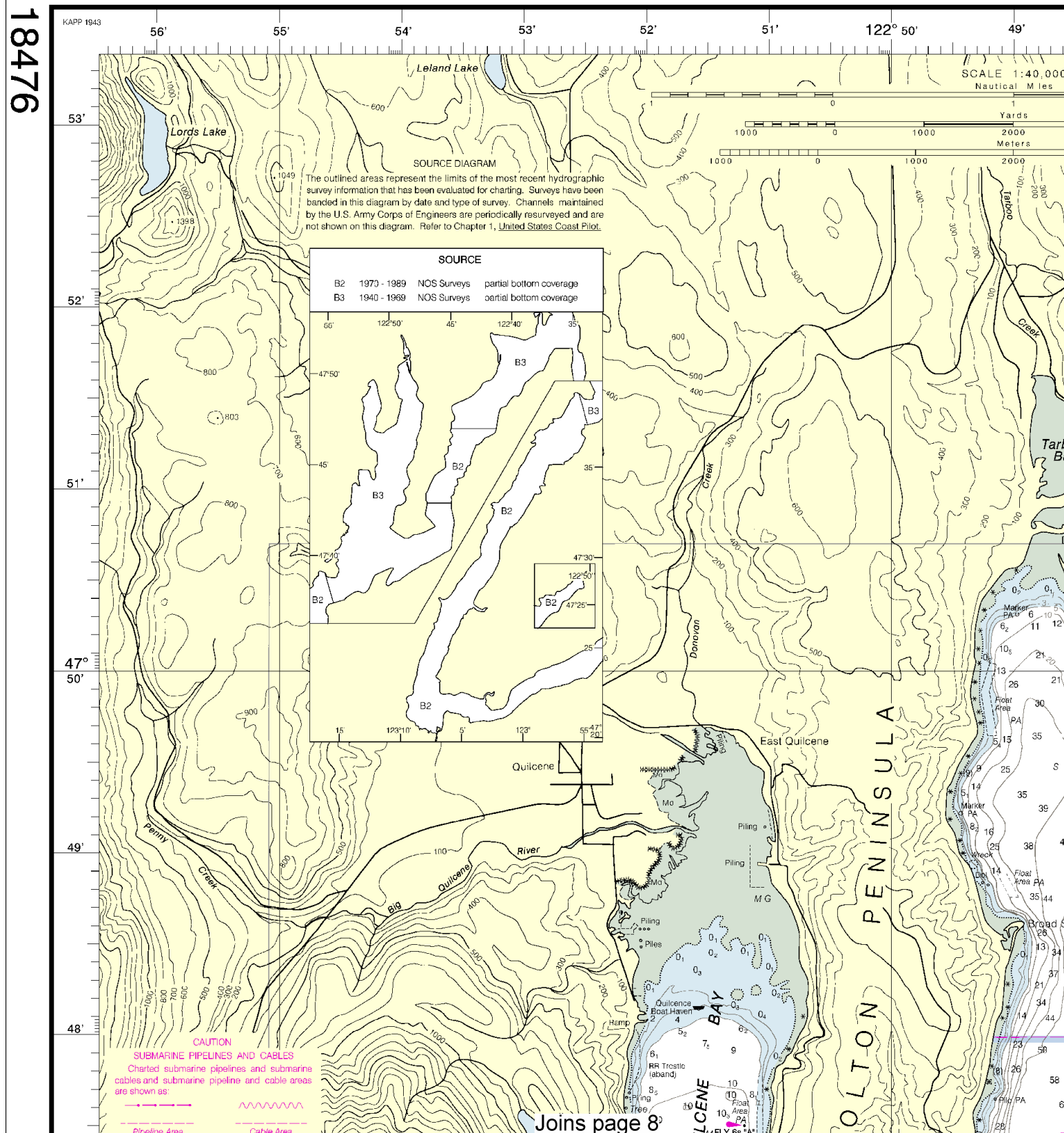
TIDAL INFORMATION				
Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Port Gamble (47°51'N/122°35'W)	feet 10.3	feet 9.4	feet 2.7	feet -5.0
Bangor Wharf (47°45'N/122°44'W)	11.1	10.2	2.9	-5.0
Seabeck (47°38'N/122°50'W)	11.5	10.6	3.0	-5.0
Union (47°21'N/123°06'W)	11.8	10.9	3.0	-5.0
Lofall (47°49'N/122°39'W)	10.7	9.8	2.9	-5.0

(Nov 2003)



This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

18476



4



Printed at reduced scale.

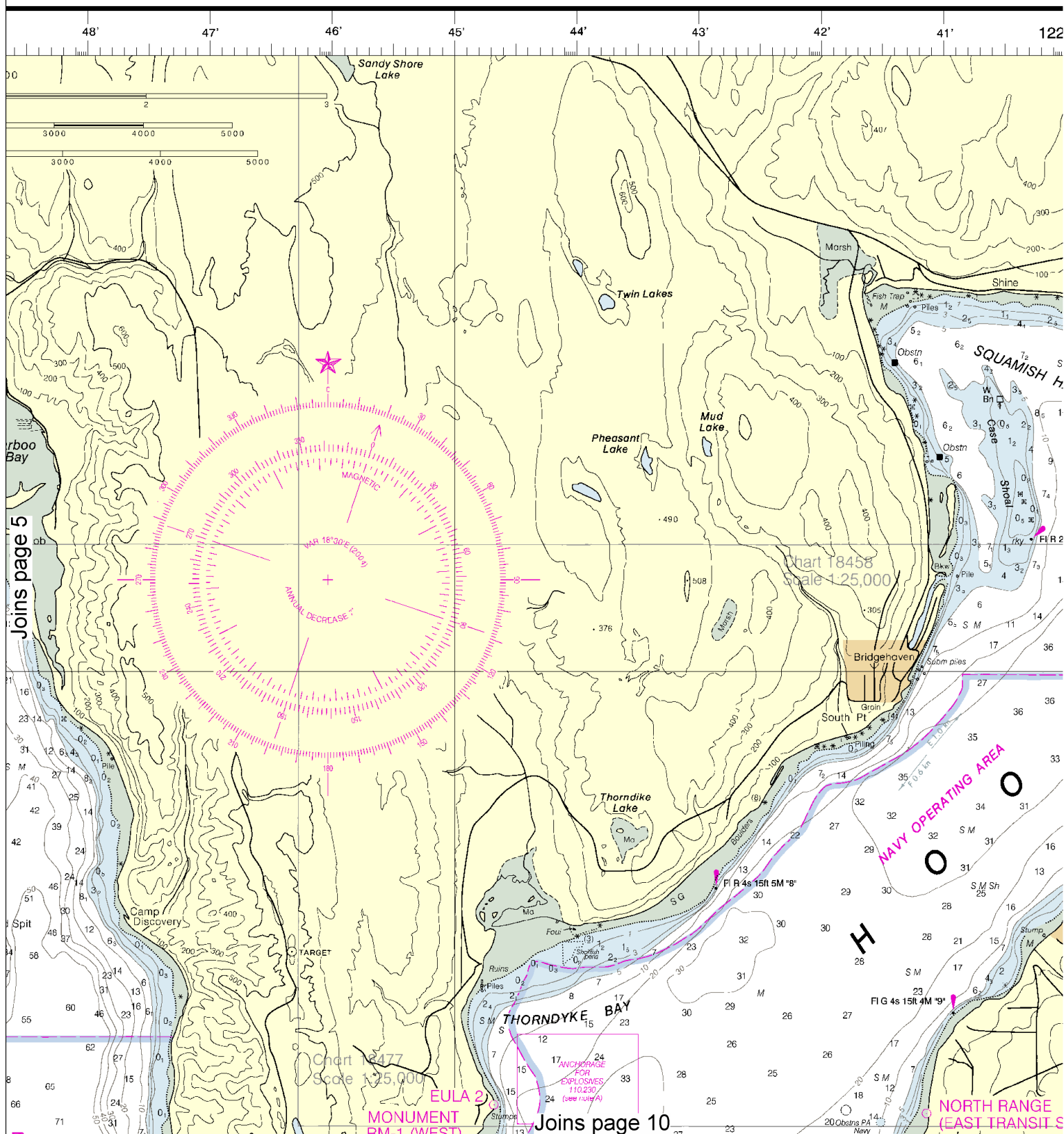
~~SCALE 1:40,000~~  
Nautical Miles

See Note on page 5.





# 5



6



Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





18476



7







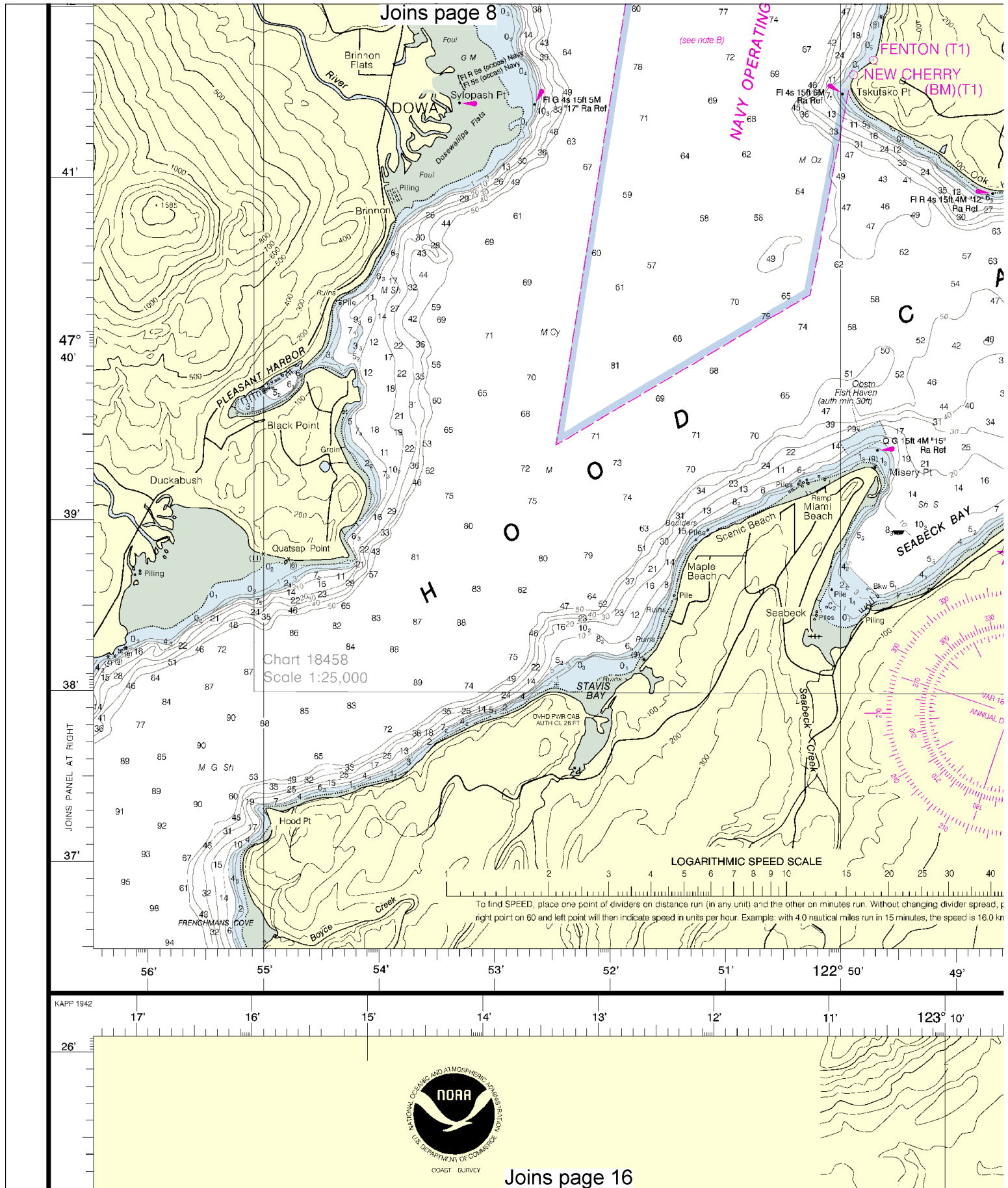




Chart 18458  
Scale 1:25,000

This nautical chart, titled "Chart 18458 Scale 1:25,000", depicts the Puget Sound Vessel Traffic Services Area. The chart features depth soundings in fathoms, with contours ranging from 10 to 600. Key geographical features include Foulon Creek, Triton Cove, Frenchmans Cove, Boyce Creek, Anderson Creek, and Ludvik Lake. Navigational aids are marked with symbols, including a pink star indicating a magnetic variation of 18°30'E (2004) and an annual decrease of 7'. The chart also shows the locations of Hood Pt, Tekiu Pt, and Nellita Pt. A pink line indicates the "PUGET SOUND VESSEL TRAFFIC SERVICES AREA (see note C)". The chart is oriented with North at the top, and the word "N" is visible on the left side. The chart is part of a larger set, with "Joins page 7" at the top and "Joins page 15" at the bottom.

Joins page 15



12



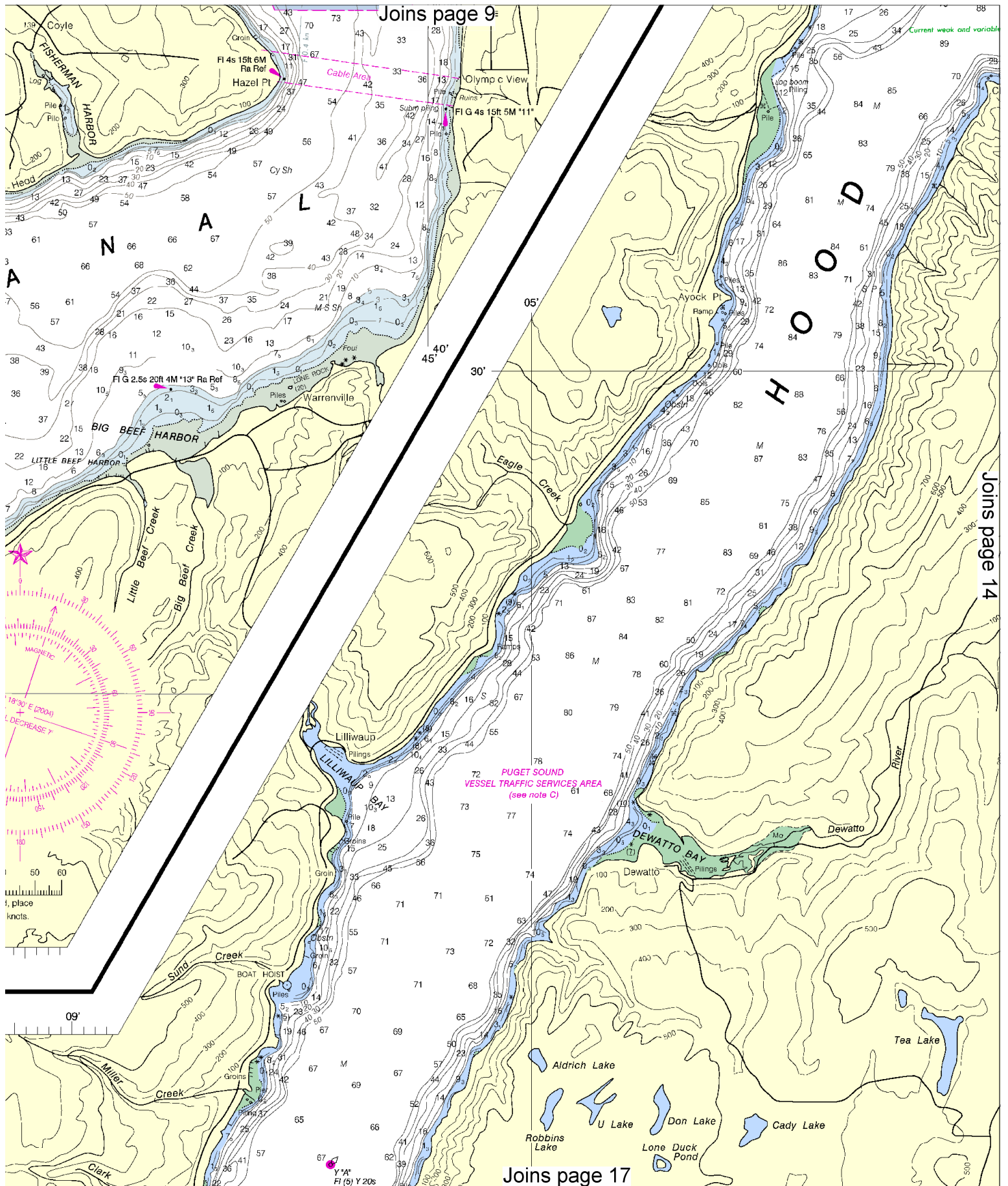
Printed at reduced scale.

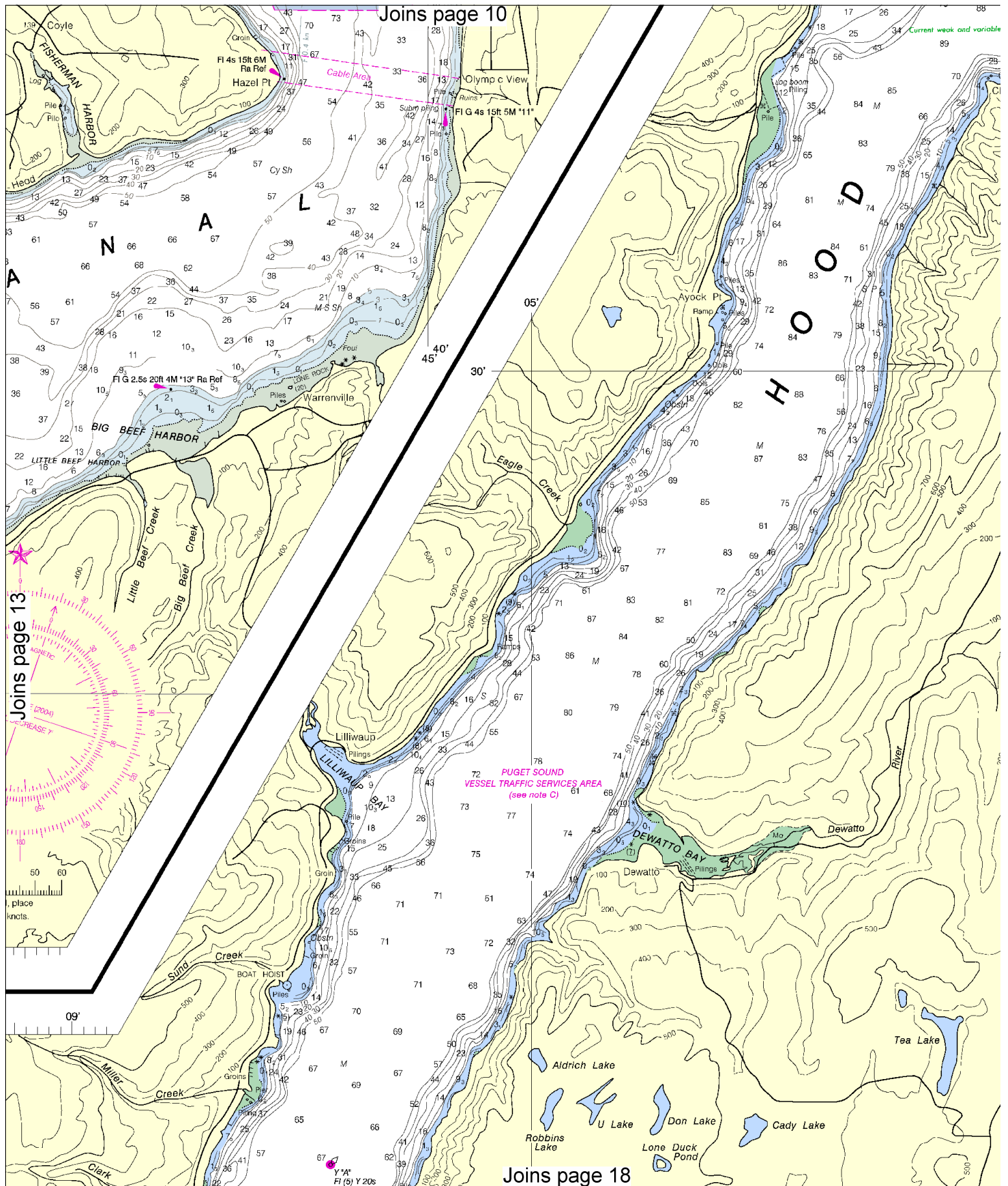
SCALE 1:40,000  
Nautical Miles

See Note on page 5.









14



Printed at reduced scale.

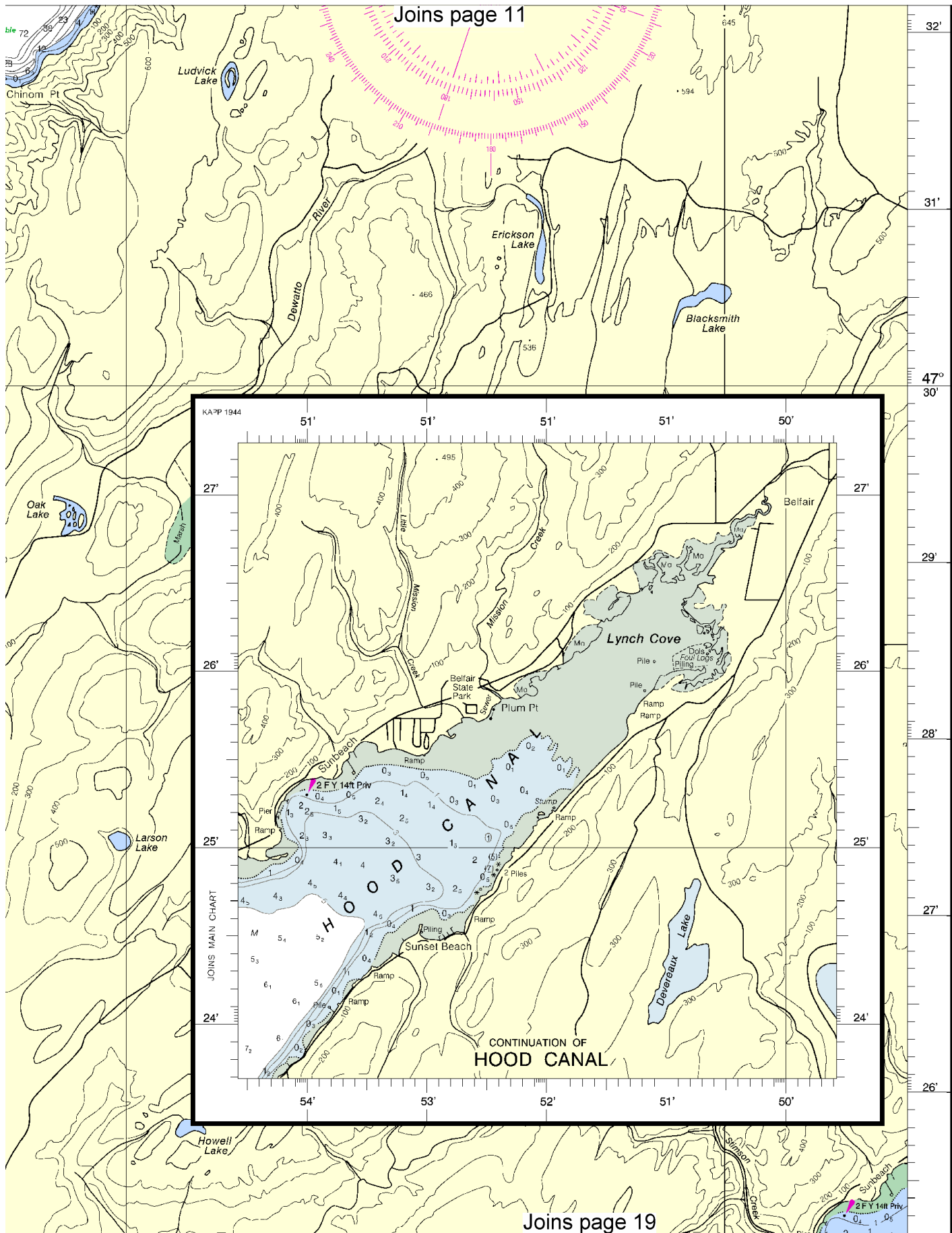
SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Joins page 11



Joins page 19



UNITED STATES - WEST COAST

WASHINGTON

# PUGET SOUND

## HOOD CANAL AND DABOB BAY

Mercator Projection

Scale 1:40,000 at Lat 47° 36'

North American Datum of 1983  
(World Geodetic System 1984)SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

## HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov)

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected on average of 0.657" southward and 4.500" westward to agree with this chart.

## NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radio telephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Puget Sound, WA	WWG-24	162.425 MHz
Seattle, WA	KHB-60	162.55 MHz

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) o (Approximate location)

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

## RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

## LOCAL MAGNETIC DISTURBANCE

Differences of more than 2° from the normal variation have been observed in Hood Canal at Point Hannon.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

The tidal current vectors shown on this chart (in green) represent the average maximum speeds of flood and ebb currents, and the direction of flow. The speeds are represented by the numbers shown, and the directions by the orientation of the vector arrows. The maximum speeds will vary through time. For exact predictions consult the Tidal Current Tables, Pacific Coast of North America.

## TIDAL INFORMATION

Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Port Gamble (47°51'N/122°35'W)	10.3	9.4	2.7	-5.0
Bangor Wharf (47°45'N/122°44'W)	11.1	10.2	2.9	-5.0
Seaback (47°38'N/122°50'W)	11.5	10.6	3.0	-5.0
Union (47°21'N/123°06'W)	11.8	10.9	3.0	-5.0
Lofall (47°49'N/122°39'W)	10.7	9.6	2.9	-5.0

(Nov 2003)

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

5th Ed., Feb. / 04 ■ Corrected through NM Feb. 28/04  
Corrected through LNM Feb. 10/04

18476

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

16



Printed at reduced scale.

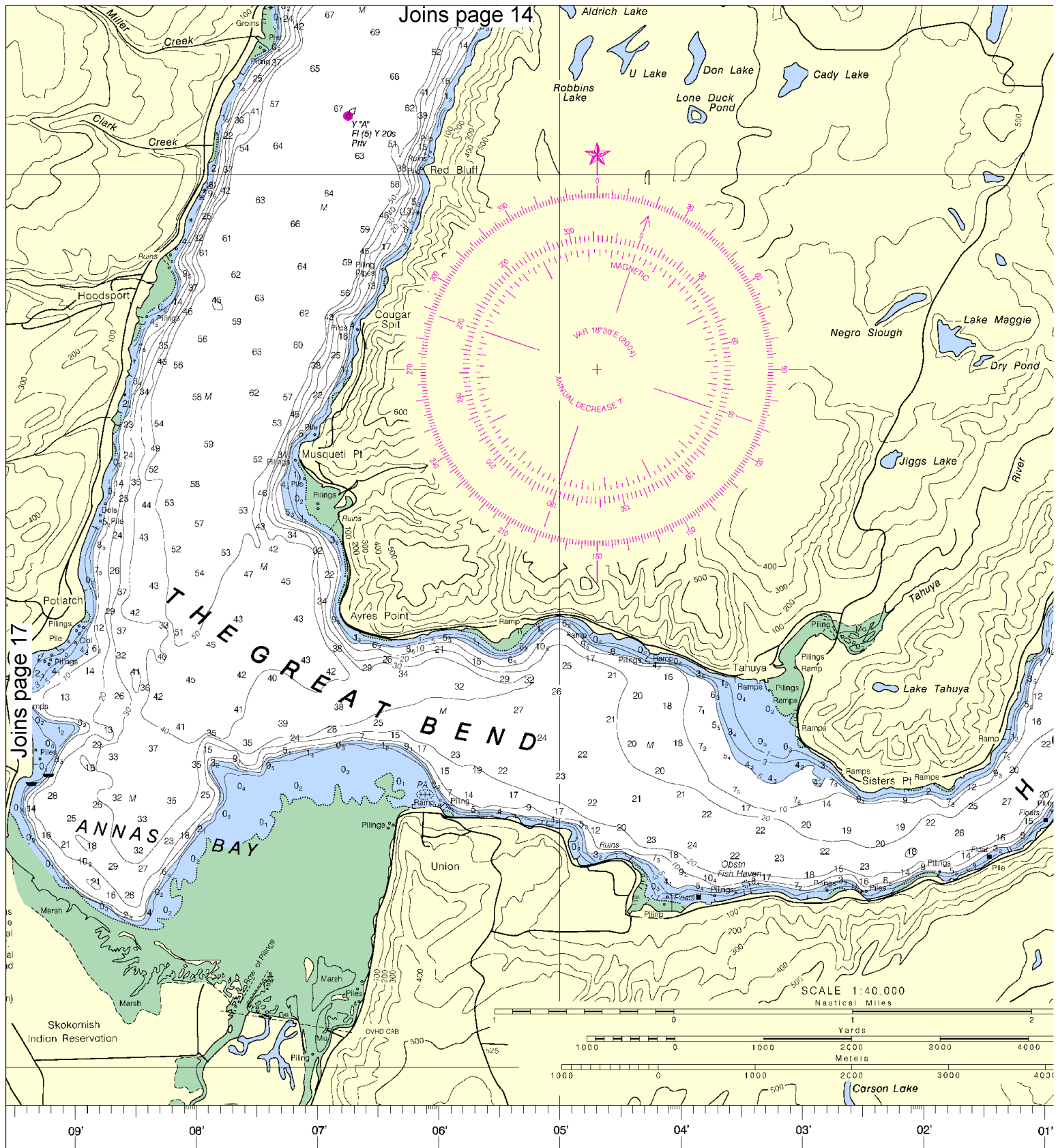
SCALE 1:40,000  
Nautical Miles

See Note on page 5.









Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

COLREGS, 80,1395 (see note A)  
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcator

18



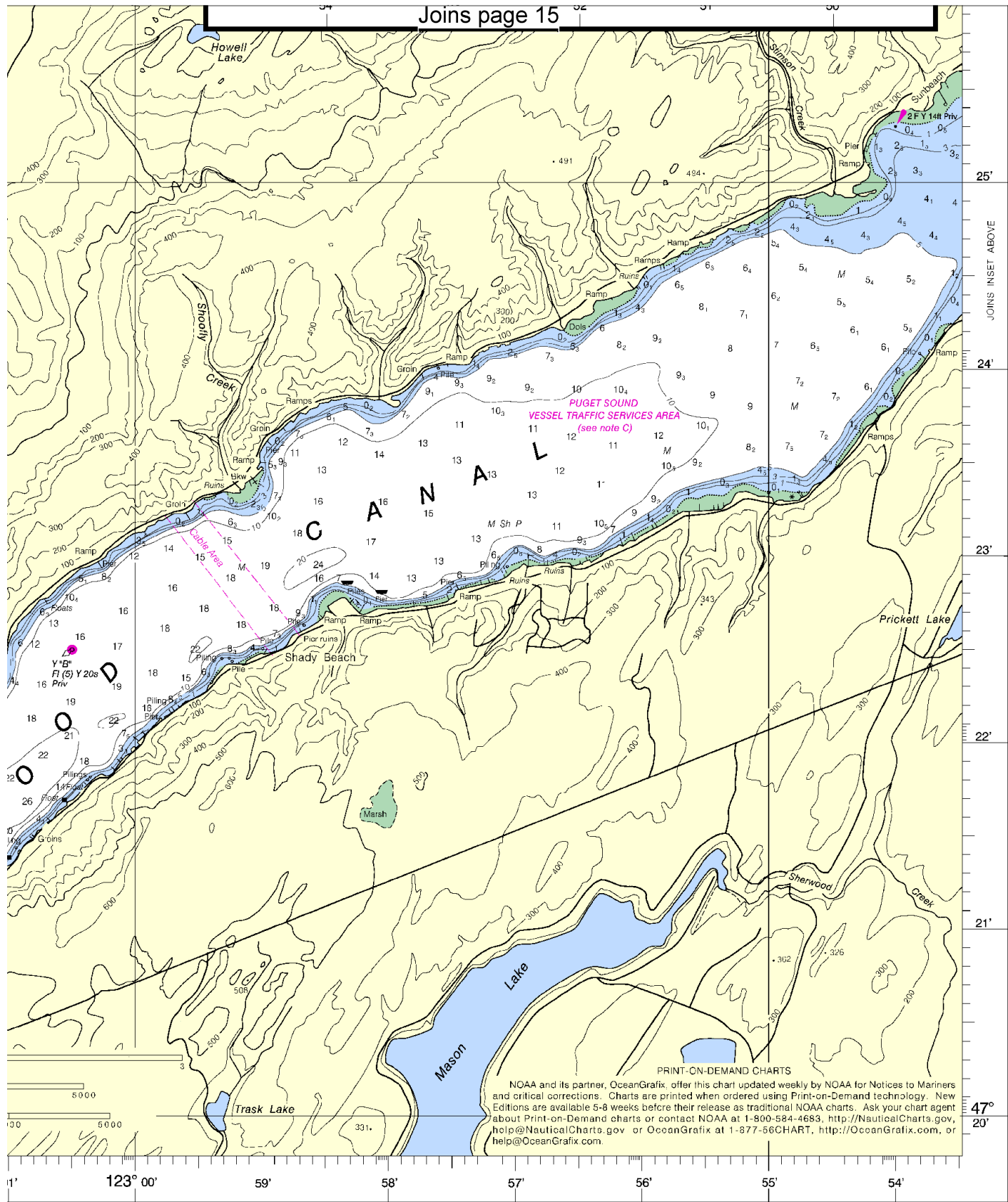
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







**SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO 11 FATHOMS)

Hood Canal to Dabob Bay  
SOUNDINGS IN FATHOMS - SCALE 1:40,000

**18476**

**19**

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 206-220-7001

**Coast Guard Seattle** – 206-217-6001

**Commercial Vessel Assistance** – 1-800-367-8222

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).